THE LATE
MEASURES
OF THE
Ship-Owners
IN THE
COAL-TRADE
FULLY EXAMINED,
IN A
LETTER
TO THE RIGHT HONOURABLE
WILLIAM PITT.

LONDON:
Printed for G. G. J. and J. ROBINSON,
PATER-NOSTER-ROW:
MDCCLXXXVI.

BRITISH MUSEUM

TO THE RIGHT HONOURABLE

WILLIAM PITT.

SIR,

THE late conteſt in the Coal-trade has ſtrongly excited the attention of the Public; yet there never was a ſubject of importance brought before them which has been ſo little underſtood.

The meaſures which gave riſe to that conteſt were warmly reprobated, as oppreſſive and unjuſt. But the partizans on that ſide of the queſtion pointed out the object of thoſe meaſures only, while (in the warmth and hurry of their zeal) they forgot to ſtate the cauſe and origin of them. Thus the Public were preſented with a mutilated ſtate of the caſe, and required to paſs ſentence upon it.

It was expected that the ſhip-owners would have inſtantly ſupplied this deficiency. If their meaſures were juſt they could have nothing to fear from their being fully underſtood; but they had much to apprehend from the contrary. Yet, they thought proper to remain ſome time in a ſtrange and unnaccountable ſilence. It is true they did at length ſtate their ſituation to the Public; but it was even then expreſſed in too general terms, without the preciſion and minuteneſs which the ſubject required; and thoſe who would have entered into a calm diſcuſſion of the ſubject remained without the neceſſary information.

The merits of this cauſe ſtood in a ſtill more doubtful ſituation with reſpect to Government. The Privy-Council gave a candid audience to one party, and would have gladly heard the other with the ſame attention. But here the ſilence of the ſhip-owners was as ſtrange and more obſtinate than in the former inſtance. They made no defence, and their ſilence was conſtrued into a tacit acknowledgement that the allegations of their opponents were juſt. This concluſion ſeemed a fair deduction (on the part of the Privy-Council) from the only evidence which lay before them; yet it might be erroneous, becauſe it was poſſible that evidence might not fully explain the circumſtances of both parties.

It is my preſent purpoſe, Sir, to enter into the inveſtigation thus declined by the ſhip-owners, and I truſt I ſhall conduct it with accuracy and fidelity.

The whole matter neceſſary to be attended to in the diſcuſſion of this ſubject may be fairly reduced to theſe two points: Firſt, The nature and origin of thoſe regulations which the ſhip-owners wiſhed to introduce. And ſecondly, The meaſures they purſued to obtain that end.

To underſtand the firſt of theſe clearly, it is requiſite to take a view of the ſituation of the Coal-trade at the time theſe regulations were firſt agitated, and for ſome years previous to that. It will ſcarce be deemed candid by many of the ſhip-owners to carry this enquiry back into the war. They may urge, that it will tend to miſlead, the trade being then under peculiar circumſtances, from which no inferences can be made which will fairly apply to it, nor any rules formed which ought to affect it in the time of peace. It is not my intention to gloſs over either ſide of this cauſe, but to make a ſtrict and impartial enquiry into the merits of it; and as the war is ſaid to have been particularly beneficial to the ſhip-owners in the Coal-trade, it will be well to bring into the account the advantages which have ariſen

from it; and to ſee in what manner the war has operated on that trade.

It is not neceſſary to enter into a long detail for this purpoſe; a ſummary and comprehenſive review of the matter will enable us to form a correct judgement on it.

A ſpirit of adventure, and a habit of induſtry, diſtinguiſh the inhabitants of the North Country; and it is not to be expected that either of thoſe would abate during a war. It rouzed the former nearly to madneſs, while it gave ſtrength and new motives of exertion to the latter. The conſequence was, that almoſt every perſon (who could procure the means) became concerned in ſhipping, till their harbours were crouded with veſſels.

But theſe were not confined to the Coal-trade only. Many of them entered into the ſervice of Government, while a great number were employed in the Baltic trade, and in every quarter where a freight was to be had. This naturally brought an encreaſe of wealth into the country, and that wealth flowed into the ſame channel as their former property; ſo that it ſtill added to the quantity of ſhipping.

In the mean time the Coal-trade was not neglected; it was purſued with ardour, and an indefatigable

defatigable zeal. But the ſpirit of adventure which I have remarked, led the ſhip-owners to ſtand the riſk both of the ſea and the enemy; their ſhips generally went with very little inſurance upon them. However hazardous this was, it would have been followed by a general advantage to the country, had the trade been duly protected. *To the diſgrace of the Adminiſtration of that day, it was left to the care of a feeble guard, every way unequal to the important charge.* A quick-ſighted enemy ſaw the advantage given them, and purſued it. They haſtened upon our coaſts, took the colliers by ſcores, and uſually retreated with them unmoleſted.

The greater part of the ſhip-owners ſoon ſaw the evils of under-writing for themſelves under *theſe cruel circumſtances*, yet they were unable to relinquiſh it. The premium of inſurance was ſo high *(owing to the hazard of the enemy)* that the profits of the trade would not pay it, and leave an adequate compenſation for the property employed, &c. They were obliged to continue the deſperate game. The number of ſhips which were taken was incredible, (beſide thoſe which were loſt) and had not the exertions of the ſhip-owners been extraordinary, their harbours would have ſpeedily become unfrequented. But loſſes ſerved to increaſe the ardour with which they ventured their property on the ſea. Even thoſe who

had

had little or none left to riſk (ſtimulated by the hopes of regaining what was loſt) built ſhips on credit, and borrowed money on bottomry, at the enormous rate of thirty and thirty-five per cent. to make their payments with. Thus their rivers were again covered with ſhips, new loſſes ſucceeded, and they trod again the ſame routine as before. It is eaſy to ſee the reſult. At the concluſion of the war ſome individuals had made ample fortunes, others were left embarraſed and involved, while *the trade in general had gained very little.*

This laſt aſſertion will appear evident, if I have ſtated truly the ſituation of the trade during the war. But I do not wiſh you, Sir, to receive my aſſertions on credit, unſupported by the teſtimony of facts; proofs ſhall inſtantly follow where the ſubject will admit of it, and the preſent is of that nature. I have therefore ſubjoined a ſtatement* of the profit and loſs on each voyage of a ſhip during the two laſt years of the war. In the firſt voyage, every item is particularly given; but as it would take up ſeveral pages unneceſſarily to ſtate them all in this manner, I have claſſed each of the remainder under theſe three articles. The charges at Newcaſtle and Shields; ditto at London; and the wages for maſter and ſeamen.

* For this ſtatement, ſee Appendix, No. I.

This

This ſtatement, Sir, is *no calculation*, no *fictitious account*, but is actually and *bona fide* tranſcribed from a ſhip's book, the Matthew and Thomas, Mr. William Maſterman, of South-Shields, Owner. That gentleman has candidly furniſhed me with the account, and has authorized me to ſay, that he is ready to authenticate each article of it.

It would have been a ſuperfluous labour, and a mere waſte of time, to have given the accounts of a ſhip during the *whole war*; and I have taken the two laſt years, becauſe the average price of coals in that time was equal to the average price of the war. It would have been as uſeleſs to have produced more than one ſhip's accounts. It is ſufficiently to the purpoſe if the profits of that ſhip may be *fairly ſtated* as the *average profits of the trade*. And this is the fact. The ſhip was poſſeſſed of good properties for the employ; that is, ſhe drew little water, carried little ballaſt, and ſailed well; conſequently ſhe was as *fully intitled* to make *great profits* as the generality of colliers were.

But it may be objected, Firſt, That the ſhip might be unfortunate, and that her yearly charges for repairs were too great; and Secondly, That ſhe did not make the number of voyages which is ſuppoſed

poſed to be the average, viz. nine *. The firſt of theſe does not appear to be the caſe; her repairs did not exceed what is deemed ſmall repairs; that is, ſuch as are uſual, independent of any material damage.

But entirely to obviate this objection, I will omit the yearly charges, and in lieu of them will place to the account the uſual wear and tear only. This will be found to be equal to 8s. per ton per ann. † viz. 3s. for the hull, maſts, and yards; and 5s. for the rigging and ſtores. The ſhip in queſtion is about 350 tons, ſo that her wear and tear will amount to 140l. per annum.

* But the average number of voyages, in the year, is leſs during a war than in the time of peace; and the latter does not exceed eight.

† This mode of calculating the tear and wear of a ſhip is more moderate than any other, and experience will prove it to be as correct. Suppoſe the duration of a ſhip to be twenty years (which is the full extent of it) divide her firſt coſt by 20, and the product will be the amount of the wear and tear per annum. Even this is a very moderate calculation; yet that which I have followed will be found more ſo. For inſtance, take a ſhip of 360 tons burthen, which coſt 3200l. by allowing 8s. per ton per annum, the wear and tear will amount to 144l.; but by the other mode (viz. dividing the firſt coſt by 20) it will be increaſed to 160l.

On the other hand, in anſwer to the ſecond objection, I will give credit for the number of voyages ſaid to be deficient in each year, at the average profit of the voyages actually made. Yet it will ſtill appear evident that I did not aſſert too much, when I ſaid that little had been gained by the profits of the Coal-trade (the property being inſured) during the war.*

After all, it may be ſtill urged, that ſome ſhips have actually made double the profit which I have ſtated—I grant it; but does that affect the *general ſituation* of the trade? If ſo, it will follow that contradictions and impoſſibilities may be proved. It would be eaſy to produce the accounts of ſhips which have loſt conſiderably during the war, and by a parity of reaſoning it may be inferred, that the trade in general had loſt in that period. Truly, this would be a dexterous uſe of argument! But I fancy no ſlight of wit is equal to make it paſs, even upon the multitude.

Thus, Sir, you will ſee——Firſt, That the advantages which reſulted (to the ſhip-owners) from the war were confined to a few only. Secondly, That a great part of theſe was not gained at all in the Coal-trade, but was obtained in the ſervice of Government, by the Baltic and other trades. And laſtly, That ſo much of thoſe advantages as did ariſe

* For this ſtatement, ſee Appendix, No. II.

in the purſuit of the Coal-trade ought to be placed to the accountof under-writing; and may be *fairly* ſaid to be the profits of that hazardous buſineſs, *as really* as if the ſhip-owners had gained it by under-writing veſſels to the Indies.

I proceed to carry my enquiry forward to the preſent time. On the eſtabliſhment of the peace, the ſituation of the Coal-trade was materially different from what it had been previous to the war. The commerce of this kingdom in general had experienced a revolution, and that branch of it was not exempt from the change. It will be neceſſary to trace this change through its progreſs, and to mark the principal circumſtances which have attended it. Hence it will be ſeen in what manner the war had operated on the Coal-trade; and thus too we ſhall find what was the real ſituation of the ſhip-owners previous to their late meaſures.

The firſt circumſtance was, that a larger capital (by a full third) was required to carry on that branch of the Coal-trade (the ſhipping) than had been neceſſary during the laſt peace; and this originated in the loſs of America, together with ſome other conſequences of the war. Previous to that event it had been a practice with the Americans to ſend plantation-built ſhips to England, as remittances to the merchants here; and it was not uncommon to ſee whole tiers of

them

them laying in the river for ſale. Theſe were ſold at a very low price, and great numbers of them were purchaſed, and converted into colliers; ſo that the property being ſmall, a lighter profit was a compenſation for the uſe of it. But this mode of procuring ſhipping at an eaſy rate having been deſtroyed, a neceſſity aroſe to employ Britiſh-built ſhips in the trade, which coſt more than double the price of the former. Plantation-built ſhips were uſually ſold at 3l. 10s. per ton. It is true, they were barely found; and it required about 30s. per ton more to put them into good condition; yet this added to the firſt coſt augmented the price to no more than 5l. per ton; while ſhips of Britiſh build (equally well found) were not to be purchaſed for leſs than 10l. per ton.

But the quantity of ſhipping employed in the Coal-trade was alſo much increaſed by the ſame cauſes; I ſay quantity, becauſe it is in the quantity of tons, and not in the number of ſhips, that the increaſe has taken place. The following ſtatement will ſerve to ſhew this clearly,

	Cha. of Coals.	Cha.
In 1781—3059 ſhips brought	642,914	average ſize 210
1782—3205	696,913	211
1783—2800	709,654½	253
1784—2846	719,120	253

The two laſt years (which are in the peace) ſufficiently prove the increaſed ſize of the ſhipping; and we have already ſeen whence this great increaſe aroſe. Numbers had been built for the immediate purpoſes of the war;* a conſiderable part of which, at the commencement of the peace, were neceſſarily left without employment. They were compelled to ſeek it in the Coal-trade. No other reſource remained to them. Shipping had increaſed in every part of the kingdom, and commerce (the ſupport of it) was every where curtailed.

A ſecond circumſtance is found in the increaſed price of every article employed in the trade. Shipping is not only much higher in the firſt coſt than it had been during laſt peace, but the expences attendant on it are conſiderably advanced. I ſhall not go through a long detail of items thus raiſed, ſuch as beef, bread, &c. It is ſufficient to obſerve, that proviſions, labour, materials, &c. are at leaſt ten per cent. dearer; ſeamens' wages are 15s. per man per voyage higher; coals

* This circumſtance was of peculiar ſervice to the nation. It ſupplied Government with ſhips to tranſport thoſe great armies, ſtores, proviſions, &c. which were ſent to America; and thus a prodigious quantity of that treaſure, laviſhed away in the late unhappy war, remained in the kingdom, which muſt otherwiſe have been paid to foreigners.

are raiſed 2s. per Newcaſtle chaldron; and the factor's bill (including an additional duty) is increaſed 1 s. per chaldron.

The laſt circumſtance which I ſhall remark has ariſen from the complexion of the times, the ſuperior value of money, and the precarious, decayed ſtate of credit. It is too generally known that theſe have greatly added to the difficulties of every trade; but the effects which they have produced upon the Coal-trade are much more extenſive than will be ſeen on the firſt view. They are to be clearly underſtood only by comparing the ſituation of this trade previous to the war with its preſent ſituation, ſo far as it has been affected by the difference of the times. During laſt peace the Coal-trade was conducted on terms comparatively eaſy, owing to the concurrence of the two following cauſes: Firſt, The demand for money being much leſs than ſince that period, and credit leſs frequently violated, monied people were glad to lend large ſums on bond at legal intereſt, or on bottomry at a very reaſonable rate. And, ſecondly, A very great part of the ſhipping was branched out into a multiplicity of ſhares, the proprietors of which (from various cauſes) were content to divide three per cent. intereſt on their capital.

I need

I need not dwell a moment on the conſequences which reſulted from the happy combination of theſe cauſes. It requires no uncommon degree of penetration to comprehend how beneficial they muſt prove, and how ſtrongly they operated to keep down the price of coals: Yet, the laſt of theſe circumſtances requires an explanation to thoſe who are unacquainted with the trade. I have ſaid, that during the laſt peace, a very great part of the ſhipping was in the hands of a multitude of people, who were ſo far from dividing a profit on their capital (employed in ſhipping) ſufficient to enable them to live, that they did not receive common intereſt for it. Theſe were, firſt, Maſters of Colliers. Secondly, Tradeſmen, whoſe buſineſs was dependant on ſhipping. And laſtly, others who, though not connected (by their buſineſs) with ſhipping, yet purchaſed ſmall ſhares to ſerve a relation or friend: All of which received a ſufficient compenſation for the money advanced by them, independent of any profit ariſing from their reſpective ſhares.

Firſt, It was not difficult, at that time, for a Maſter to acquire 150l. or 200l. by his induſtry. A ſhip of ſmall value (Plantation built) lay ready for purchaſe. He took a quarter, and uſually his friends (to accommodate him) divided the remainder among them; or if any part was ſtill left undiſpoſed of, he could readily borrow money to pay for

for it. But he did not look for any profit from his ſhare. He found his little capital uſed to good purpoſe (even though he did not receive three per cent. for it) in ſecuring him conſtant employment, and the little emoluments of his ſituation.

Secondly, And thus too almoſt every tradeſman, whoſe buſineſs was connected with ſhipping, employed ſome part of his property in that line to extend his buſineſs. And, as this was his object, he thought two and a half or three per cent. ſufficient intereſt for the uſe of the ſum thus employed.

Laſtly, It is unneceſſary to ſay any thing of thoſe who purchaſed ſhares to ſerve others. Their motives and the recompence of them are at once ſeen.

Let us now ſee what is the preſent ſituation of the trade as to theſe circumſtances, and we ſhall find it is far otherwiſe with it at this day. It is true, ſome of them ſtill obtain, but they bear a very ſmall proportion to their former extent and influence. The expence of living is ſo much increaſed, that a Maſter will find it difficult to acquire the ſum I have named; and when it is obtained, ſhould he attempt to purchaſe a veſſel, he will ſpeedily be convinced that the acquiring the money was but the firſt ſtep to greater difficulties. He may canvaſs all his friends, and will be deemed

ſucceſsful

ſucceſsful if he procures ſo many as will take half a dozen ſixteenths. Money muſt be raiſed to pay for the remainder. To borrow it on his bond at common intereſt will be impracticable, though his credit ſhould be unexceptionable. He may proceed to a ſecond canvaſs, and will again be ſucceſsful if he procures it on bottomry at eighteen per cent. Nor are trademen ſo frequently concerned in ſhipping as formerly; the exigencies of their own trade uſually demand more money than they have at diſpoſal. And (to cloſe this article) the ſcarcity of money is ſo great, that in the temporary difficulties which attend moſt concerns in buſineſs, it is too frequently found impoſſible to procure the loan of any conſiderable ſum till theſe may be ſurmounted. The ties of friendſhip are weakened by the badneſs of credit and each perſon's peculiar neceſſities.

Theſe, Sir, are the principal circumſtances which (in conjunction with others of leſs moment) have produced that eſſential change in the ſituation of the Coal-trade which I have before obſerved. The conſequence is, that this trade has been turned into a very different channel from that in which it had been accuſtomed to flow; and inſtead of being conducted with ſome degree of eaſe, it has become crowded with continual difficulties and obſtructions.

It will be readily admitted, that a conſiderable advance in the price of Coals is neceſſary to provide for theſe extraordinary exigencies; nor will it be difficult to determine in what proportion that advance ſhould be to anſwer the purpoſe; and it will be eaſy to ſee if the increaſe in the price ſince the laſt peace has been equal to it.

The firſt coſt of coals to the Ship-owners has been raiſed 1s. per London chaldron. The Factor's bill (including an additional duty) has added 1s. per chaldron more to the account: And (at a moderate calculation) it will require 2s. 6d. per chaldron to provide for the intereſt, inſurance, wear and tear of the increaſed capital, and for all the additional expences. Thus, Sir, an advance of 4s. 6d. per chaldron is neceſſary to place the profits of the trade at the two periods named (the laſt and preſent peace) on a par.*

The next queſtion is, Has the advance, which has actually taken place, been adequate to this demand? The average price of laſt peace was

* Yet (even in that caſe) the preſent ſituation of the Ship-owners would not be equal to their ſituation during laſt peace. The expence of houſe-keeping, &c. is become much greater, and it will certainly require larger profits in proportion to provide for this.

about 28 s. per chaldron, and of the preſent, about 30 s. per chaldron; ſo that there has been a deficiency of 2s. per chaldron, which at the end of two years muſt have formed a weighty balance againſt the trade, and ſufficiently accounts for the diſtreſſed ſituation of it.

It is, Sir, in this part of the diſcuſſion that the merits of the cauſe are more immediately involved, and it will be neceſſary to proceed in it with particular attention. The queſtion to be determined, depends in fact, on the truth or falſity of this poſition: *That the average price of coals, during the preſent peace, has not been adequate to the circumſtances and ſituation of the trade during that time.* I will therefore examine that point more particularly.

I have ſtated the requiſite advance at 4 s. 6 d. per chaldron: Of this ſum 2 s. will admit of no diſpute, viz. 1 s. advance in the firſt coſt of coals, and 1 s. in the Factor's bill. But it may be objected that the remaining articles are ſtated too high, viz. the intereſt, inſurance, wear and tear of the increaſed property employed, and all the additional expences. Theſe unavoidably depend (in ſome meaſure) on calculation; yet, Sir, I have endeavoured to reduce that to ſome degree of certainty. I have brought it to the teſt of experience, (by examining the accounts of a variety

of

of ſhips) and where I have found it fail, it has failed by being too low; and I am perſuaded, if it is not exact, it is at leaſt moderate. This will fully appear by taking the accounts of any ſhip whoſe circumſtances may be fairly ſaid *to conſtitute the medium ſituation of the trade.* I have ſelected one (for that purpoſe) which, if it does not come preciſely under that deſcription, it is becauſe her ſituation is above the medium. This ſhip is the Expedition, Mr. Thomas Powditch, of North-Shields, owner; ſhe is about 360 tons, coſt when new 3200l. and is now worth about 2500l. I ſhall ſtate her accounts* for the laſt year, becauſe her profits for that time were fully equal to thoſe ſhe has made during the firſt year of the peace.

Let this ſtatement (which is matter of fact) be applied to the poſition in queſtion, and it will fully eſtabliſh the truth of that poſition. This may be eaſily done by ſtriking a balance between the groſs profits of the year, (as they ſtand in the ſhip's accounts) and the amount of the intereſt, inſurance, wear and tear on the capital for the ſame period. Thus,

* For this ſtatement, ſee Appendix, No. III.

	£.		£.	s.	d.
To intereſt on 2500l. at 5 per. cent. per annum - -	125	By groſs profits of the year, as per ſhip's accounts - - -	262	15	11½
To inſurance of ditto at 9 per cent. per annum - -	225	By balance - - -	231	4	0½
To wear and tear on 360 tons at 8s. per ton per annum	144				
	£. 494		£. 494	0	0

Here we ſee that the intereſt, inſurance, wear and tear, which are not brought into the ſhip's accounts, amount to a ſum nearly double the whole profits of the year. And hence I conclude, Firſt, That there is not only a great deficiency in the price of coals, but that this deficiency is equal to the ſum I have ſtated. And ſecondly, That thoſe articles which are the ſubject of calculation, in the account I have given of the requiſite advance of the price, will demand the ſum which is there allowed for them.

Theſe inferences, Sir, are fairly deduced from the ſtatement I have given, and they will fully apply to the general ſituation of the trade; becauſe the ſhip from whoſe books the accounts are tranſcribed is poſſeſſed of the moſt valuable properties, is in good condition, and is peculiarly well adapted to the employ. Nor has ſhe been more unfortunate than others, as will be evident by referring to the yearly charges for repairs. In ſhort, if her dividends cannot be ſtrictly ſaid to be the average profits

profits of the trade, it is (I am compelled to repeat it) becauſe they are above that medium.

Were it my deſign to caſt a ſhade on the ſituation of the ſhip-owners; nay, did I wiſh to ſhew it on the dark ſide only, I could bring forward a multitude of ſtatements of a very different complexion from that which I have preſented to you. But I have laboured to place this matter in its trueſt light; and ſtill further to evince that it is the object of my letter to effect this purpoſe, I will bring the cauſe of the ſhip-owners to the ſtrongeſt teſt by which it can be tried. Should it be found to ſtand the proof of that teſt, I will venture to pronounce it invincible.

Firſt, I will take a ſhip of a given burthen, ſtated value, and loaden with the beſt ſort of coals. Secondly, State her ordinary expences for a voyage,* and the intereſt, inſurance, wear and tear proportionate to that voyage. Thirdly, See what price is required to provide for all theſe. And laſtly, Find the average price of that coal during the preſent peace, and compare it with the price required to

* I take one voyage only, to avoid giving the accounts of a whole year, which has been already done; but the expences of the voyage I have choſen are leſs than if I had taken the average of the year.

defray the charges. Surely, Sir, this will bring the queſtion to a fair iſſue!

The ſhip Expedition is 360 tons, and her preſent value is 2500 l. The coals which I ſhall ſelect for this purpoſe is the Walker, becauſe they have bore a price equal to any in proportion to the firſt coſt.

		£.	s.	d.			
Ordinary Expences of the Voyage	To Fitter's Bill	180	5	5			
	To Shields Charge	32	6	5½			
	To Factor's Bill	230	0	6			
	To London Charge	11	4	1			
	Wages - -	43	7	6			
					497	3	11½
To intereſt on the capital 2500 l. at 5 per cent. per annum 125 l.—For one voyage at nine voyages per annum will be - - -					13	17	9¼
To inſurance on ditto at 9 per cent. per ann. 225 l.—For one voyage at nine voyages per annum - - - - - -					25	0	0
To wear and tear on 360 tons at 8 s. per ton per annum 144 l.—For one voyage at nine voyages per annum - - - -					16	0	0
				£.	552	1	8¾

I have taken this ſtatement of the ordinary expences from the actual accounts of a voyage made by the Expedition, in which ſhe delivered 359 chaldrons of Walker coals at the London market, on September 4, 1784. This voyage was made in

in little more than a month, without any kind of accident or extraordinary expence; yet, (at that reaſonable rate) it will require 32 s. 10d. per chaldron to defray the total ſum, viz. 552l. 1s. 8¾d.*

But the average price of Walker coals, inſtead of being 32 s. 10d. per chaldron, has not amounted to more than 32 s. 1¼ d. per chaldron.

In this ſtatement, Sir, I have placed the ſituation of the ſhip-owners in the moſt advantageous light in which *it can be ſuppoſed to ſtand*; and have brought into one point of view all the favourable circumſtances which are to be found in the whole trade, viz. *A ſhip of the beſt properties*; *in the beſt condition*; *bringing the moſt profitable coals to market*; and that too in ſummer, when her expences were leaſt. Yet, with all theſe advantages, a ſhip will not leave common intereſt for the capital employed, at the prices which have been obtained ſince the war.

But though theſe advantages may be found in one ſhip, they never were poſſeſſed by the trade

* It will be obſerved, that I have made no allowance for ſuch accidents as frequently happen, which being under two per cent. are free from average, and conſequently the charge occaſioned by them is ſuſtained by the ſhip-owners, and might juſtly have been brought into the account.

in general. This will be clearly demonſtrated by the following obſervations. Firſt, If it ſhould be granted that the generality of colliers poſſeſs the ſame properties, and are in as good condition as the Expedition, (which I fear would be granting more than truth will warrant) yet it would be impoſſible for them all to load with the beſt coals, becauſe theſe are not more than one-fourth of the coals wrought in the North. Beſide this, the demand for them is greater in proportion to their quantity; it follows that they are ſold more readily, and bear a greater profit than the inferior ſort. And hence it happens, that when a ſhip loads with the firſt claſs of coals, ſhe is uſually obliged to wait a conſiderable time for a turn. Thus, if a ſhip was always to load with the beſt coals, ſhe would be fortunate in making ſeven voyages in the year inſtead of nine.

But, Secondly, If a ſhip made the latter number of voyages, it will ſcarce be ſuppoſed that ſhe could make them all in ſummer; conſequently (the winter voyages being much longer, and every-way liable to greater charges) ſhe will not ſail with ſo little expence per voyage as I have allowed. If, Sir, you will revert to the firſt voyage (which was in winter) of the Expedition's accounts, and compare the charges for proviſions, &c. with thoſe

given

given in the laſt ſtatement, you will find them exceed the latter by near a third.

And laſtly, Credit is given for the average price of Walker coals in the ſtatement, which is much ſuperior to the medium price of coals in general; the firſt is 32s. 1¼d. and the latter is only 30s. 6d. per chaldron.

If the additions, which muſt naturally reſult from theſe circumſtances, ſhould be made to the debtor-ſide of the laſt ſtatement, they will ſerve clearly to prove the fairneſs of my calculations, and the truth of thoſe inferences which I have deduced from them.

Were it neceſſary, I could multiply ſtatements of ſhips accounts, each of which would tend to eſtabliſh the former; but theſe appear to me equal to the purpoſe for which they are produced, viz. To give a diſtinct view of the ſituation of the ſhipowners in the Coal-trade ſince the commencement of the preſent peace.

If, Sir, you recal that to you recollection, you will be convinced that it has been ſufficiently diſtreſſing. You will find they have been purſuing a trade of peculiar toil and hazard without ob-

taining any adequate compenſation.* If (as prudent men) they covered their property, they did not receive common intereſt for the uſe of it. And when they ventured it to ſea without inſurance, even then it did not produce more than a *bare profit*; ſuch a profit only as may be obtained in a variety

* It has been aſked—" If that was the fact, why did they continue in the trade ?" I anſwer, Firſt, Becauſe they daily expected to ſee coals bear a price proportionate to their firſt coſt, and expences in bringing to market. And ſecondly, Becauſe they could not otherwiſe diſpoſe of their ſhipping. Employment could not be found in any other branch of commerce, there being already more ſhips in every trade than were equal to the employ in it. To ſell them was impracticable; and had it been otherwiſe, ſuch a ſale (in the preſent ſituation of commerce) would have reduced the property of the owners above three-fifths. But it may be ſtill aſked —" If they have loſt by their ſhipping during the laſt two years, how have thoſe been enabled to live who had no other means of ſupport ?" In anſwer to this, I repeat a former obſervation—They have uſually run without inſurance, and thus a bare profit has been left (for ſubſiſtence) *to thoſe who have been ſo fortunate as to eſcape the dangers of the ſea.* The remainder have either been ruined, or have ſuffered a conſiderable loſs on their property. This will not be doubted, when it is recollected what a prodigious number of veſſels were loſt at one time, in the hurricane of 1784, when the coaſt was for miles ſtrewed with wrecks. Of this immenſe loſs more than half was ſuſtained by the ſhip-owners, that being uninſured, or (which amounts to the ſame thing with the ſhip-owners) was inſured by each other in Companies.

of

of trades, *without a tythe of the labour, or a twentieth part of the hazard.* Reduced to this dilemma, the conſequences have been too obvious—— Ruin has enſued to many individuals, while all have (in ſome degree) endured the burden of theſe circumſtances, and ſhared in the general diſtreſs.

This, Sir, is no tale of fiction; it is a ſerious, melancholy truth. Were it not thus, had no diſtreſs exiſted in the trade, or had not that diſtreſs been general, what could have urged the ſhip-owners to their late conduct? Will it be ſaid that their object was to obtain exorbitant profits? Surely, Sir, there is no reaſonable ground for this ſuppoſition——a ſuppoſition equally *unfair and improbable.* It is unfair, becauſe the unanimous conduct of a large and reſpectable body of people is aſcribed to an unworthy motive, when that which is avowed by them carries the colour of truth on the face of it, and is corroborated by a train of facts produced for that purpoſe. It is improbable, becauſe it is totally inadequate to the effect which it is ſaid to produce. For, Firſt, There are more than 10,000 people concerned as ſhip-owners in the Coal-trade. Among theſe, ſome jarring intereſts muſt unavoidably prevail, and a variety of ſentiments will naturally ariſe on every queſtion ſubmitted to their general diſcuſſion. And, Secondly, The greateſt part of the ſhip-owners

depend on that employ alone, for daily ſupport. If any hindrance happens in the trade, their affairs become more or leſs deranged; and if it proceeds to a conſiderable extent, (as in the late inſtance) all is confuſion and diſtreſs with them. What then could that cauſe be, which reconciled theſe claſhing intereſts, and brought their opinions to center in one point; and that too, a reſolution to plunge themſelves voluntarily into the very ſituation they ſo much dread? That effect was only to be produced either by an *urgent neceſſity* of removing ſome *general evil*, or by the certainty of gaining *ſome great and immediate advantage*. But the firſt of theſe could not exiſt, if the profits of the trade were ſufficiently great previous to the additional demand. And if that be granted, the latter could not be the inducement; for inſtead of the promiſed advantage being certain and immediate, it became (in that caſe) a matter of mere ſpeculation—ill-founded, and raſh in the extreme! But is it reaſonable to ſuppoſe, that ſo many people (of different intereſts, and various ſentiments) ſhould forego a preſent emolument; (the greater part having no other means of ſupport) ſubmit to an immediate and certain loſs; and this merely to make a weak and idle experiment? Nay, Sir, the ſuppoſition is not attended with the very ſhadow of probability. I repeat it, then, this could not be the cauſe of the ſhip-owners' conduct, being unable to produce the effect; nor can it be account-

ed

ed for on any other principle than that to which it has been juſtly aſcribed by themſelves.

Hence, Sir, it may be fairly inferred that the ſhip-owners did not enter into their late meaſures on light or unfair principles; their reaſons were weighty, and the neceſſity of them became too urgent to be longer neglected. They had (for more than two years) ſtruggled under the difficulties I have recited with the ſpirit and induſtry which marks their character. And had it been in the power of the moſt nervous exertions to extricate them from this ſituation, the Public would not have heard of their unfortunate regulations; but ſad experience had taught them that the ſtruggle was as unavailing as it was grievous. Was it then neceſſary to continue labouring under thoſe trying circumſtances? If ſo, how long was the trial to be continued? a month?—a year?—or many years? Nay, Sir, not a day?—not an hour! Their affairs were haſtening quick to ruin, and not one hour was to be loſt in the attempt to retrieve them.

This being clearly proved, and I truſt, Sir, admitted, it remains to examine the propriety and equity of thoſe meaſures which were adopted for that purpoſe.

There

There were two methods preſented to their choice. The firſt was, to detain their ſhips in the North till they had compelled the purchaſers of coals here to give the neceſſary price; and the ſecond, to bring the coals to market and offer them to ſale at that price.

The firſt of theſe was not only more adequate to the object to be obtained, but ſeemed to enſure ſucceſs with a degree of moral certainty. Unfortunately, it was not founded on equitable principles. That meaſure would have been truly injurious and oppreſſive to the conſumers. It would have been with-holding a neceſſary article from them, without deigning to aſk the price for it, which was deemed requiſite. In ſhort, Sir, it would have been a wanton and cruel experiment, and (though almoſt certain of being attended with ſucceſs) was for that reaſon rejected.

But what reaſonable objection can be urged againſt the ſecond? Was it unjuſt in the ſhip-owners to bring the coals to market, and offer them at as low a price as they could poſſibly afford to take for them? It will require ſome effrontery to aſſert thus much in direct terms——yet, to cenſure the late meaſures of the ſhip-owners, amounts indirectly to that aſſertion. In fact, the whole of their conduct did not include one particle more or leſs than theſe ſteps:——Making a fair calculation

of

of the loweſt price at which they could ſell coals, without loſing by them; bringing them to market, and offering them to ſale at that price. But in what part of this conduct does the impropriety, or the injuſtice, lie? Was it unreaſonable or unjuſt to examine (either *individually or collectively*) into the ſituation of their affairs? And if they found they were actually purſuing a trade which did not bring them any profit, (when they had diſcharged every demand upon it) was it criminal to endeavour to remedy that evil in future, by adding ſo much to the price of the article ſold as would allow a moderate profit only? But if no objection lies againſt this part of the meaſure, where is it to be found? Surely, not in bringing the coals to market and offering them to ſale!

I have not forgot, Sir, the uſe which was made of the word *combination*, nor the charge which it implied; and though that has already been fully refuted *in effect*, yet, as this is the ſole objection which has been brought againſt the conduct of the ſhip-owners with any appearance of reaſon, I will give it a more particular conſideration. The word, it is true, was uſed with peculiar judgment, and the idea annexed to it produced a wonderful effect. In a few days it ſpread a general conſternation throughout the two cities of London and Weſtminſter, leaſt the inhabitants *ſhould be ſtarved to death for want of coals, in the midſt of the dog-days*;

or

or (a ſtill more dreadful fate!) *be compelled to ſubmit to the moſt infamous of all poſſible impoſitions!* Yet, Sir, applied to this ſubject, the word is vague and indiſtinct. It becomes neceſſary, therefore, to enquire——In what ſenſe is it underſtood? Is it uſed merely in its genuine, ſimple meaning? If ſo, the fact cannot be denied; but there is nothing improper, nothing unjuſt in the nature of ſuch a combination. The injuſtice of a combination is to be found only in the object of it, or in the means uſed to obtain that end. If both of theſe are equitable, the mere act of combining cannot involve any guilt in it. The queſtion then is reduced to this, (I will expreſs it in the ſtrongeſt terms)——Was it a combination in the *legal conſtruction* of the word? The ingenuity of a lawyer (accuſtomed to found his reaſoning occaſionally on the letter, or the ſpirit of the law; or on both, or on neither, as may beſt ſuit his purpoſe) might readily demonſtrate the truth of either poſition, viz. That it was, or that it was not, a combination in the legal conſtruction of the word. While thoſe who are content with a ſuperficial account of things, gathered by glancing over half a dozen paragraphs in a newſpaper, or haſtily caught from the ſimple tales of report, may not heſitate to pronounce it to be an *illegal* combination.——Be it ſo——my buſineſs is not with ſuch. I paſs by them, and haſten to a fair and liberal enquiry. To this end, I will give the exact words of the Act which is ſup-

poſed

poſed to have been violated by the meaſures of the ſhip-owners; and then enquire, if thoſe meaſures amounted to an offence either againſt the letter or the ſpirit of that Act. It was paſſed in the 9th of *Anne*, 1710, and the words alluded to are,—*That all and every Contract and Contracts, Covenants or Agreements, whether the ſame be in writing or not in writing, by or between any Coal-owners, Lightermen, &c. for engroſſing Coals, or for reſtraining, or hindering any perſon or perſons whomſoever from freely ſelling, buying, loading or unloading, navigating or diſpoſing of Coals, in ſuch manner as they lawfully may, ſhall be, and are hereby declared to be illegal, null and void to all intents and purpoſes.*

But what part of this act has been violated? Were the coals *engroſſed* by the ſhip-owners, (either here or in the North) or by any perſon concerned for them?——Not by the ſhip-owners here, for they not only continued to offer their cargoes to ſale each market-day throughout the conteſt, but (when they found the buyers would not purchaſe them) they actually propoſed to ſell them to the conſumers* at a much lower price than the coal-merchants did at that very time. Nor did any perſon engroſs that article in the North. Thoſe gentlemen who uſually purchaſe coals propoſed

* By a public advertiſement.

to ſend for them on freight, and advertiſed to take up ſhips for that purpoſe*. But this would have been impracticable had the coals been engroſſed by the coal-owners, fitters, ſhip-owners, or factors. So that this part of the act has not been violated. Is it then againſt the remaining part that the offence has been committed, viz. in the reſtraining or hindering any perſons from freely ſelling, buying, loading, &c.? Juſt as much as the former—they neither did this directly, nor indirectly. Let their conduct be examined by the keen eye of Prejudice; when that is done, Sir, with the utmoſt ſeverity, let it be declared in what part of their conduct this imputation can be founded. Whom did they reſtrain? The employment of carrying coals was open to every ſhip in the kingdom, and every man in Great Britain was at liberty to engage in the buſineſs of buying, ſelling, loading or unloading, navigating or diſpoſing of coals. I repeat it, Sir, the ſhip-owners in the Coal-trade did not reſtrain any one man in Great Britain from freely purſuing that buſineſs——nay, they would gladly have given a ready aſſiſtance to every man thus inclined, by ſelling their ſhipping to them at a low price.

* And the ſhip-owners offered to bring coals for them on freight.

"Yet they might lay a reſtraint upon each other"—True, but they did not. Each ſhip-owner was fully at liberty freely to ſell, &c. when, and at what price he thought proper; there did not exiſt any obligation to the contrary, at any time during the whole conteſt. As a clear demonſtration of this fact, ſome ſhip-owners* (*who wiſely thought they might reap a ſhare of the fruits, without bearing any part of the toil and heat of the day*) continued to buy and ſell, load and unload, &c. from the beginning to the end of it.

Not a ſingle act, Sir, has been produced to *prove* an *illegal* combination: Whence then *is it inferred?* Is it preſumed from the unanimity with which the ſhip-owners acted? But is this a fair inference? *All* the ſhip-owners (not half a dozen or a ſcore only) felt the diſtreſs of their ſituation; it would have been ſtrange then, if only ſome of them had made an attempt to be relieved from it. If that had been the caſe indeed, it would have had the appearance of *a combination to raiſe the price of*

* It is to be obſerved, that theſe Gentlemen (and ſome others in the trade) have a ſeparate intereſt from the ſhip-owners in general. They can make money when their ſhips are actually loſing. This paradox ariſes from their having a ſmall ſhare of the ſhip, yet receiving the benefit of ſervants, and *ſome other little emoluments.* Thus it anſwers *their purpoſe* to ſell coals for a price at which the other owners concerned in the ſame ſhip muſt loſe.

coals unneceſſarily, becauſe ſome of that numerous body might be brought to make the weak experiment; the whole of them never could. If, therefore, any thing is to be inferred from the *unanimous conduct* of the ſhip-owners, it is, that *neceſſity alone* was the cauſe of *that unanimity*. It has been already ſhewn, that no other cauſe could have produced this effect.

After all, Sir, if it could be proved that the ſhip-owners (ſinking beneath a preſſure of ills, and labouring to be relieved from them) have *unwarily* acted contrary to *the letter of the law*, does it follow that there was any thing unjuſt either in *the principles*, *the nature*, *or the object of their meaſures?* Surely not!—It will be as reaſonable to affirm, that (whatever might be the diſtreſs of the trade) each * ſhip-owner ought to have read through the Statutes at large, before he had taken one ſtep towards the redreſs of his grievances. Such reaſoning is a diſgrace to common ſenſe!—Away with it! and let the matter at once be brought to this fair iſſue——Can the meaſures of the ſhip-owners be deemed a combination to extort an exorbitant

* It will be clearly ſeen, that this precaution (of reading the Statutes *individually*) was neceſſary. Had they done ſo *collectively*, *in a body*, there could have been *no difficulty* to have *conſtrued* that meaſure into a *combination*.

price

price for coals? You are now, Sir, poſſeſſed of the facts on which to form an accurate judgment; and I leave it with you to decide if that conſtruction can be fairly given to their conduct. For my part, I think it might with equal propriety be called a *ſerious*, *dangerous*, and *alarming conſpiracy*, to remove the reigning family of this kingdom from the throne!

Thus, Sir, I have gone through the propoſed enquiry, and have hitherto confined myſelf to a diſcuſſion of the ſubject ſo far only as I have been neceſſarily led by that inveſtigation. I come now to take a more general and intereſting view of the matter, and to conſider it as being intimately connected with the moſt valuable intereſts of this country. Hence, Sir, it will be ſeen, that I have not called your attention to a trivial and perſonal diſpute merely, but that (in every light in which it can be placed) the ſubject is of ſuch importance as to claim your moſt ſerious conſideration.

Had I been diſpoſed to trifle away my time in declamation, repeated opportunities have been preſented to me; yet, none ſo apt as the preſent. The advantages ariſing from the Coal-trade to the nation are ſo eminent, that they render it a theme calculated for popular declamation. The *argumentum ad hominem* (which is frequently uſed with effect, when no other argument will avail) might be

be urged with peculiar force. But all this is beſide my purpoſe. Nor is it neceſſary. It will be ſufficient to give a due attention to thoſe advantages, without entering into a panegyrick on their value, further than is abſolutely neceſſary to their being underſtood.

And firſt, Sir, the Coal-trade brings a conſiderable increaſe to the revenue. Unfortunately this circumſtance has become of too much importance to the nation. In the preſent diſtreſſed and exhauſted ſtate of finance, every article which could be made an object of taxation has been ſought after with avidity, till at length invention is racked, for that purpoſe, with little effect.

A ſecond advantage reſults from the Coal-trade being an important branch of commerce, and giving employment to ſome thouſands of perſons, who without it would want the means of ſupport. There are not leſs than 35,000 people employed in the various branches of this trade, in the North of England only; independent of thoſe who ſubſiſt by it in this, and the other ports to which the coals are conveyed. Theſe conſiſt of the moſt valuable part of the community, viz. Labourers, artificers, tradeſmen, ſeamen, &c. But that the eſtimate may be better underſtood, I will add the proportion of each.

Pitmen

Pitmen and others employed in and about the pits, together with waggon-men; wrights for the making and repairing of waggons, waggon-ways, &c. blackſmiths, labourers, &c. including all perſons employed in the working of the Collieries, and leading the coals to the River - -	10,000
Keelmen - - - - - - - -	2400
Caſters, or coal-heavers, and trimmers - -	1000
Seamen in conſtant actual employment, excluſive of apprentices - - - - - - -	18,000
Ditto out of employment, waiting for births -	2000
Ship carpenters - - - - - - -	1500
Rope and ſail-makers - - - - -	500
* Total	35,400

All of theſe are dependant on the Coal-trade alone, both for employment and ſupport; while the welfare of many thouſands more, nay, of the whole country, is ſenſibly affected by its proſperity or diſtreſs. But the influence of that trade is not confined to this point alone; it extends to a ſtill more valuable object. It has diffuſed a ſpirit of induſtry through the inhabitants of that populous country, which is more truly beneficial than if it had poured upon them a profuſion of wealth beyond the proverbial riches of the Eaſt. Population, indeed,

* I have not named the coal-owners, fitters, (together with their agents, clerks, &c.) and ſhip owners in this eſtimate; yet they will add conſiderably to the number.

has

has ever been deemed one great ſource of wealth to a kingdom; but this is true only ſo far as induſtry, and employment for that induſtry, are found to keep pace with it. The population of the North country is of that happy deſcription. An intelligent obſerver, paſſing through this part of England, while he is ſurprized by the multitude of people that every-where meet his eye, is delighted by the regular ſeries of induſtrious employment in which he finds them conſtantly engaged. The Coal-trade, Sir, is the ſource from whence this beneficial ſtream has flowed. Permit that to be deſtroyed, or let it continue to be *reſtricted and depreſſed as it has been*, and you will ſpeedily reverſe the picture. Inſtead of ſome thouſands of people who are individually, and collectively a treaſure to the community, you will have a ſwarm of idle drones to ſupport; or you will baniſh them to ſome other country, that will find, or promiſe to find, them employment.

Whatever degree of importance the Coal-trade may derive from theſe two circumſtances, (and ſurely that is not trifling) it will be found to bear a ſmall proportion to that which follows. The *beſt* and *moſt productive nurſery for ſeamen*, which this kingdom poſſeſſes, owes its very being to the Coal-trade. That branch of ſhipping, Sir, has produced more than any other of thoſe brave men who

who conſtitute, at once, the wealth, the ſtrength, and the glory of this nation.

There are four branches of ſhipping in this kingdom which are deemed the nurſeries for all the ſeamen belonging to it. Firſt, the Coal-trade, including the Eaſt-Country, Norway, and the White Sea.* Secondly, The Fiſheries, including our ſettlements in North America. Thirdly, The Weſt-India trade, including Guinea. And laſtly, The Mediterranean, including France, Spain, and Portugal.†

The laſt of theſe is very inconſiderable. The Weſt-India trade is not of much more conſequence as a *nurſery*; for though it *employs* many ſeamen, there are but few *bred* in it. The Fiſheries are much more productive of ſailors; the owners of ſhipping in that employ being obliged (by act of parliament) to take an apprentice for every

* It is uſual to include the trade of theſe countries, becauſe that is chiefly carried on by the North Country ſhips. And as to thoſe veſſels which are employed in it from other ports, they are fully balanced by the North Country ſhips employed in the Fiſheries and Mediterranean.

† The Eaſt-India trade is ſo far from a nurſery, that it is the grave of our ſeamen. We ſee a melancholy proof of this in the number of Laſcars and Chineſe that are loitering about the ſtreets of this city.

fifty tons. But this, and every other nurſery is inferior to the Coal-trade. That, Sir, ſtands foremoſt, both as to the number and the value of the ſeamen it produces.

The number of ſeamen belonging to Great-Britain in all her trades (who come under the deſcription of ſeamen, proper to ſerve in the navy, from the age of eighteen to fifty-one years, and having been three years at ſea) amounts to about 90,000; of which more than one full third have been bred in the Coal-trade. At firſt view, this may ſeem an exaggerated computation; particularly to thoſe who are unacquainted with the prodigious number of apprentices ſerving on board the colliers; but it will be found to be moderate, when brought to the teſt of enquiry. There are about 20,000 ſeamen *employed* in the Coal-trade alone; but it is not to be ſuppoſed that all thoſe who are bred in that trade continue to be conſtantly employed in it. The fact is, that branch of ſhipping produces many more ſeamen than are neceſſary for its navigation; thus it becomes a nurſery for the merchants' ſervice, as well as the navy; and great numbers of North Country ſailors are to be found in every branch of commerce which they poſſeſs. This will ſufficiently prove the truth of my computation; but it will be ſtill more evident when we conſider the following

following circumſtances. The number of ſailors bred in the Weſt-India, and Mediterranean trades is not one-fourth of the whole; ſo that three-fourths (at leaſt) are ſupplied by the Coal-trade and Fiſheries. But the latter is not ſo productive as the former; hence it appears that *near one-half of our ſeamen are bred in the Coal-trade.*

This concluſion, Sir, will be further corroborated by recurring to laſt war. The number of perſons, of all deſcriptions, actually ſerving on board his Majeſty's fleets at the end of the war amounted to 108,000; but not more than 36,000 of theſe were able ſeamen; and of that number 18,000 were North country ſeamen. Suppoſe 9000 more to be at that time employed in the Coal-trade, (and the ſhips could not be navigated with leſs, even with the aſſiſtance of apprentices)—theſe alone will amount to near a third of all the ſeamen in Great Britain, independent of thoſe North country ſailors employed in the various branches of the merchants' ſervice.

Beſide, this trade is the moſt productive of ſeamen at the very time they are moſt wanted. The crouds of boys that flock to become apprentices the moment a war commences, will appear incredible. In the fifth year of the late war there were near 14,000 apprentices in the ſhipping of the Coal-trade; and

for the three laſt years of that period 3000 annually were out of their time.*

Yet, though this nurſery is ſo aſtoniſhingly productive, that does not include the whole of its importance; to eſtimate the value of thoſe ſeamen by their number only, would be doing them a groſs injuſtice. The ſcarcity of *able ſeamen* in Great Britain, is much greater than will be ſuppoſed. Amidſt the multitude of ſailors preſſed into the ſervice, not more than half are intitled to that denomination; the remainder are ordinary ſeamen that ſerve only to fill up the neceſſary compliment of each ſhip. But not many of this latter deſcription will be found to be North Country ſailors. Almoſt every man that treads the deck of a collier is a *compleat ſeaman*; inured to hardſhips, and fully acquainted with the duties of that ſtation. And hence, Sir, I will not heſitate to aſſert that 1000 ſeamen bred in the North Country ſhipping are of as much value to the ſervice as 1200 taken from any other trade. Bold as the aſſertion may appear, it is fully warranted by the ſuperior eſtimation in which they are held by every officer in the navy.

* This ariſes from the prodigious wages and encouragement given to boys; two thirds of the ſeamen, being either ſerving on board the navy, or have got into the merchants' ſervice for better concealment.

But

But there is ſtill another circumſtance obtains in this nurſery for ſeamen which (added to the former) renders it of as much value as all the others united. This, Sir, is its *permanency and ſtability*. Whenever the decline of this empire ſhall take place, it is not to be expected that its commerce will be at once deſtroyed. That will waſte by degrees; and the internal commerce of Great Britain muſt (from its ſituation) be the laſt branch that will remain. The Weſt India trade, and every other branch of foreign commerce, are not only liable to be cut off from the nation, but they are fluctuating in their nature, and ſubject to a very great decreaſe. It is not thus with the Coal-trade. If duly protected and encouraged, it will ſcarce be annihilated as long as the nation has a being. And ſo far from any decreaſe taking place, it is moſt probable that it will continue to increaſe as it has done for the laſt nineteen years. What the increaſe for that period has been, will be ſeen by the following table.

AVERAGE IMPORTATION OF COALS

	Chaldrons.
Into London, for the laſt 19 years	659,146
Ditto, for 16 years - -	667,087
Ditto, for 12 - - - -	666,083
Ditto, for 8 - - - -	671,896
Ditto, for 4 - - - -	692,150

I think, Sir, it would not be a hazardous aſſertion to ſay, that the Coal-trade may prove the ſupport

and

and defence of the nation, when every other ſhall be deſtroyed. At this day it employs about 20,000 ſeamen.——*How many thouſands of ſlaves would it require to ſubdue theſe, fighting for life and liberty!**

The peculiar value of the Coal-trade to the nation being fully demonſtrated, a queſtion of importance, Sir, preſents itſelf to your attention.—What are the conſequences which will probably reſult from the iſſue of the late conteſt in that trade?

It will ſcarce be expected that an intelligent body of people (accuſtomed to buſineſs from their childhood) will continue to purſue a *loſing trade* longer than they can avoid, *when they find the evils of it are not to be remedied.* Should they conclude thus much from their late unfortunate attempt, (and this ſeems an obvious concluſion) can it be doubted that each man will quit the employ as ſoon as he finds that ſtep practicable? Be aſſured, Sir, this muſt be the inevitable conſequence. Nay, it has already taken place in ſome degree.

* The importance of this and of every other nurſery for ſeamen is much enhanced by the preſent ſituation of Great-Britain. The loſs of America deprived this country of one conſiderable nurſery for ſeamen, and that loſs will be ſeverely found in this inſtance (though of little conſequence in any other) whenever we are involved in another war. Meanwhile our enemies ſeem reſolved to diminiſh, if they cannot deſtroy, our maritime ſtrength.

The

The building of ſhips (which is uſually in proportion to the ſucceſs and emoluments of a trade) has rapidly decreaſed, and will continue to decreaſe, till ſome fairer proſpects ſhall ariſe.*

It is true, this circumſtance will at length produce the deſired effect to thoſe ſhip-owners who ſhall prove ſo fortunate as to eſcape the wreck which muſt enſue. The trade will fall into the hands of a few only; a ſcarcity of coals at market will follow; and hence the price will unavoidably find its due level. But ſhall we hope it will remain there? That would be to flatter ourſelves groſly!—It would too quickly riſe above that level.

In the mean time, Sir, neceſſity will urge the ſhip-owners to the purſuit of meaſures which muſt *eventually* prove injurious to themſelves, and ſtill more ſo to the public. They will ſtudy to retrench their charges in every poſſible way. They will be compelled to ſend their ſhips to ſea ill found; whence loſſes will become more frequent. They will ſail with leſs than the uſual complement of men; too many already of thoſe valuable members of the community are out of employ, and the

* Hence the greateſt part of the property now employed in ſhipping, which is of more ſervice to the nation in this, than it could be in any other line, will be turned into a different channel.

number

number will be increaſed. And laſtly, they will give leſs encouragement and leſs wages both to their apprentices and ſeamen. And thus thoſe incentives which have hitherto led boys to become apprentices in the Coal-trade, being weakened, this valuable nurſery will be materially injured, if it ſhould not haſten ſpeedily to decay.

The multitude, Sir, content to look on the mere ſurface of things, and ſeeing no immediate appearance of the conſequences I have named, may fancy it is a wild chimera. Be that as it may—the diſeaſe too ſurely exiſts; and though at preſent all may ſeem fair to the eye, it is ſecurely and unheeded preying on the very vitals of the trade.

Yet, if this is not the dream of fancy, but theſe ills do really exiſt in the Coal-trade—and if the diſeaſe involves in it thoſe conſequences to the nation which I have deſcribed, it becomes reaſonable and neceſſary to enquire for what *weighty purpoſe* is the trade thus *neglected and oppreſſed?*

Will it be ſaid that the diſtreſſes of this nation are ſo accumulated that ſome of them muſt be endured; the utmoſt exertions of Adminiſtration being neceſſary to preſerve the very exiſtence of the ſtate? Melancholy as our ſituation may be, I truſt it is not reduced to that deſperate caſe. But if there exiſts any danger that *it will* ſpeedily become

ſuch

ſuch—ſtill, Sir, the importance of the Coal-trade will riſe in proportion to that danger. We have ſeen that it is not only the *firſt*, but the moſt *ſure* and *permanent* ſource of national ſtrength. So that, under every circumſtance, it remains among thoſe objects which claim the firſt care and attention of Government.

The queſtion then recurs—*Why is not ſome remedy applied to the evils of this trade?* It has been ſuppoſed, that no remedy can be found which is not more deſtructive in its conſequences than the diſeaſe.—" There are (ſay they who reaſon thus) but two things which can be done; either to increaſe the price of coals, or to take off ſome of the duties which have been laid upon that article. The firſt would be too great a burthen to the conſumer; and the laſt would be a prejudice to the revenue." Let us examine the ſolidity of this reaſoning. And firſt, it does not appear that the price of coals would be too high if the propoſed increaſe was laid upon them. The advance in the price of coals within the laſt twenty years is not more than 15 per cent. while moſt other neceſſaries of life have increaſed above 20 per cent. during that period. Nor is the juſt price of any article to be regulated by the ability of the conſumer to pay for it. Unfortunately, a conſiderable part of the poor would be unable to purchaſe the immediate neceſſaries of life without the aſſiſtance

which they receive from friendſhip, or the hands of Charity; yet this does not prove that the perſon who vends any one of thoſe articles could afford to take leſs for it.

But if it was admitted that the price of coals would become too great; it is an evil which will bear no compariſon to that which it is intended to remove. The laſt is general, and might affect the very exiſtence of the nation; the former is partial only, and would be greatly outweighed by the immediate advantages ariſing from it.

Secondly, Were ſome part of the duty taken off coals, though it might diſtreſs Adminiſtration to find a ſubſtitute, ſtill, Sir, this inconvenience would be of leſs conſequence, leſs grievous than that which would be remedied by it. It would be more politic, more truly the intereſt of the nation, *to loſe this branch of revenue entirely, or to replace it by any other that can be deviſed*, than to ſuffer the Coal-trade to remain under the *oppreſſive circumſtances* which I have ſo frequently been compelled to repeat. It is true, (as I have before obſerved) that every branch of revenue has become of more than common importance to the nation; yet, even this, Sir, is of ſmall value when placed in competition with the naval ſtrength of the kingdom. And to ſacrifice that to it, would be ſomething more than egregious folly.

I have

I have ſaid thus much, on a ſuppoſition that it would be neceſſary to purſue one of theſe meaſures, in order to redreſs the grievances of the ſhipowners in the Coal-trade. Happily, Sir, this neceſſity does not exiſt; it is poſſible to obtain that end without having recourſe to either.

The ſum to be provided for is about 2s. per chaldron; and the greater part, if not the whole, of this may be obtained (without injury to the conſumer or the revenue) by ſome regulations in the trade, which are as juſt as they are neceſſary. During the late conteſt it was repeatedly obſerved, that a grievance did certainly exiſt in ſome branch of the Coal-trade, and it has ſince been frequently lamented that the cauſe is ſtill hid from the public eye. Individuals may wiſh it to remain ſo; but it is my intention to remove the veil. Yet, Sir, it is beyond my preſent purpoſe to ſpeak explicitly of that ſubject here. An opportunity, more apt than the preſent, will ſpeedily arrive, and I venture to ſay, I will then prove to the ſatisfaction of Government and of the public, that the evils I have named may be fully remedied without any diminution to the revenue, and without any additional burthen to the conſumer of coals.

While thus employed, Sir, I firmly truſt I ſhall not want your concurrence or ſupport. The exigencies of the times, and the temper of the preſent

Adminiſtration, have awakened a ſpirit of reform, which is equally neceſſary and eſtimable; and ſurely this Adminiſtration will not with-hold it from a ſubject in which ſo many urgent reaſons concur to render the neceſſity of it incontrovertible? I can have no idea that this is poſſible; and I fully rely on their future conduct in this buſineſs, to aſſert the juſt grounds of my confidence.

Permit me now, Sir, to turn your attention to a review of the leading circumſtances of the preſent enquiry, and to thoſe inferences which may be fairly deduced from them. The meaſures of the ſhip-owners have been traced from their origin, and the principles of them inveſtigated with a minute attention. It does not appear, that they aroſe from any unfair motives in thoſe gentlemen, but from the neceſſity of their circumſtances alone, which compelled them to purſue ſome ſuch ſteps for their relief.—An object as *reaſonable* as it was *deſireable!*

The meaſures themſelves have been next examined as to the propriety and equity of their application. It has been clearly ſhewn that theſe were not only juſt in their nature, but that no other could have been ſubſtituted which were ſo fair and moderate.

Hence, I conclude, that the ſhip-owners ſtand fully vindicated from the charges which have been

ſo

ſo injuriouſly alledged againſt them; and that every objection which can be urged againſt their conduct is lighter than the ſmalleſt grain of duſt in the ballance.

Yet, Sir, great as the diſtreſſes of the ſhip-owners have been, if the Coal-trade was of no more import than as it related to the parties employed in it, that diſtreſs might have been juſtly neglected amidſt the general evils which oppreſs this kingdom, and the indiſpenſable efforts of Government to remove thoſe evils. But we have ſeen that the moſt eſſential intereſts of the nation are involved in this cauſe, and the very ſinews which give ſtrength to the Britiſh empire may be weakened by its fate.

Vain would it be to expect that this nation, high as it ranks in the ſcale of power, will be exempt from that viciſſitude to which all human affairs are ſubject. As ſurely as it has riſen into grandeur, it will ſome time or other decline into obſcurity. To predict that hour, as aproaching with haſty ſtrides, has ever been faſhionable; and England has at all times been ſufficiently ſtocked with politicians who dealt out ruin to the nation with a profuſe hand. Unhappily, the time is ſcare paſt when this tone of language ceaſed to be a melancholy cant, and came to the public recommended by facts as ſtrongly as it had hitherto

hitherto been by its force and elegance alone. We aſſuredly were on the very verge of national ruin; a few ſteps more, and it had been too late to pauſe. Happily, we did pauſe in that awful moment, and, I truſt, Great Britain is ſtill far diſtant from the period of her decline.——Yet, Sir, the danger is not totally paſt. Much, very much, remains to be done, ere we ſee again the brightneſs of former days. Our moſt powerful enemy* has brought her navy to a degree of ſtrength unknown till the preſent period; while other Powers have laboured to render their fleets more numerous and formidable. Thus, Sir, when we ſhall again be involved in a war, we ſhall find ourſelves under new circumſtances;—truly alarming, if not fatal. Great-Britain has been the acknowledged Queen of the Ocean; ſhe will have an arduous ſtruggle to regain that empire, ſhould ſhe ever be again ſaluted with the noble title. Unhappily, the preſent ſituation of the kingdom is by no means adequate to that ſtruggle; and peace alone can place it in a condition to promiſe ſucceſs. Wiſely, then, do Miniſters uſe every proper effort to preſerve peace, and to cultivate an univerſal commerce, which is the ſource of our wealth and power. Theſe have been the marked objects of their care; and a grateful people have bleſſed them for their labours.

* France.

It is on this ground, Sir, that I have claimed your protection and ſupport for the cauſe I have placed before you. It is intimately connected with the plan you have adopted to reſtore the faded honour of Great-Britain. In the proudeſt day of her glory, ſhe ſtood indebted to the trade in queſtion for no ſmall part of that envied glory. In what eſtimation then ſhould this trade be held at the preſent moment! It's value riſes to a degree that will ſcarce bear a due eſtimate.

I eſteem myſelf happy, Sir, in pleading the cauſe of men worthy of your protection; and am proud to repeat that they are a treaſure to this kingdom. The Coal-trade has riſen into its preſent importance by their induſtry and perſeverance, with little aſſiſtance from the Miniſters of the day. The inattention of the late Adminiſtration to this great concern, has been equally ſhameful and unaccountable. I truſt, Sir, you will profit by this, as you have by other inſtances, of their unhappy conduct. And thus you will add to thoſe laurels which you have already earned, and which are the trueſt honour to a Stateſman:—The juſt eſteem, the pureſt applauſe of your Country.

FINIS.

APPENDIX, No. I.

Statement of the Profit and Loſs of the Ship *Matthew* and *Thomas*, from *February* 1781 to *February* 1783.

1781. Began Feb. 5.

FIRST VOYAGE.

		£.	s.	d.
Charges at Newcaſtle and Shields	To Fitter's bill for coals, Cuſtom-houſe and town's dues	190	2	6¼
	Bread 41. 6d. beer 41. pork 71. 8s. beef 151. 16s. 6d.	31	2	0
	Horſe hire, ballaſt heaving, keel dues, warrants, &c.	6	17	6
	*Eight chaldrons of coals and keel dues in 1776	4	13	4
	Damages done to Mr. Burton's anchor	1	11	6
	Mr. Wright's bill, plank, &c.	1	0	8
	Building the pump-well up	0	7	6
	Scraping the ſhip, expence at Shields, and poſtage	1	4	6
	Expences in getting out to ſea	1	19	6
		£. 238	19	0¼
Charges at London	To Factor's bill, labourers, &c.	218	0	10
	Meter's bill, ſettling, and expences	1	7	6
	Deals and oars, &c. 11. 5s. aſſiſtance getting into the Pool 7s. 6d.	1	12	6
	Portage	4	12	0
	Bread 21. 7s. 8d. beer 21. 7s. 4d. butcher 5s. 4d.	5	0	4
	Ship chandler's bill 11. 9d. and a boy's expences with papers 1s.	1	1	9
		£. 231	14	11

To Newcaſtle and Shields charges	£. 238	19	0¼	
London ditto	231	14	11	
Maſter's and mens' wages	97	18	6	
Profit	53	10	6¼	
			£. 622	3 0
Ended Mar. 31. By 356† chaldrons of Willington coals at 36s. per chaldron			£. 622	3 0

* This article does not belong to the preſent account, being due to the Fitter in 1776; yet, I do not omit it, being reſolved to give the ſhip's accounts faithfully as they ſtand in the books of the owner.

† It will be found, that 356 chaldrons, at 36s. amount to more than 622 l. 3s. To explain this, and the credit ſide of all the other voyages in theſe ſtatements, it is neceſſary to obſerve, 1ſt,—that the pool meaſure is twenty-one to the ſcore; 2d, that 8d. per chaldron is added to the amount of the cargo, that ſum being paid by the owner (in the factor's bill) and repaid him by the coal-buyer. Thus, then, to find the amount of the cargo, multiply the price by the quantity, and divide by 21—and to the product add 8d. per chaldron for metage. Still, however, the ſums in the credit ſide of many of the voyages will not be found to agree with this rule. When that is the caſe, a return has been made to the coal-buyer, and inſtead of its being charged on the debtor ſide of the account, it has been deducted from the amount of the cargo, without being ſpecified; and this is frequent.

SECOND VOYAGE.

1781.		£.	s.	d.
Began April 1.	To Newcaſtle and Shields charges	221	12	9½
	London ditto	231	9	6
	Wages	73	17	6
	Profit	55	7	2½
		£. 582	7	0
Ended May 21.	By 352 chaldrons 2 vats of W. Pontop coals at 34 s. per chaldron	£. 582	7	0

THIRD VOYAGE.

		£.	s.	d.
Began May 22.	To Newcaſtle and Shields charges	£. 212	16	8
	London ditto	253	4	9½
	Wages at 5 l. per man	70	17	0
	Profit	36	16	6½
		£. 573	15	0
	By caſh received for old main-maſt	7	7	0
Ended July 3.	By 353 chaldrons of Greenwich Moor coals at 33 s.	566	8	0
		£. 573	15	0

FOURTH VOYAGE.

		£.	s.	d.
Began July 4.	To Newcaſtle and Shields charges	£. 226	6	1½
	London ditto	240	10	11½
	Wages at four guineas per man	61	5	6
	Eight chaldrons of coals and dues left unpaid laſt voyage	7	1	4
	Profit	66	2	1
		£. 601	6	0
Ended Aug. 5.	By 353 cha. 3 vats of Montague Main coals at 35 s.	£. 601	6	0

FIFTH VOYAGE.

		£.	s.	d.
Began Aug. 6.	To Newcaſtle and Shields charges	£. 211	10	0
	London ditto	238	1	0½
	Wages at four guineas	61	5	6
	Profit	103	4	5½
		£. 614	1	0
Ended Sept. 5.	By 356 cha. 1 vat of Windſor's Pontop at 35 s. 6d.	£. 614	1	0

SIXTH VOYAGE.

		£.	s.	d.
Began Sept. 6.	To Newcaſtle and Shields charges	213	7	5½
	London ditto	231	0	10
	Wages at four guineas	61	5	6
	Profit	108	9	2½
		£. 614	3	0
Ended Oct. 14.	By 346 cha. 3 vats of South Moor coals at 36 s. 6d.	£. 614	3	0

SEVENTH VOYAGE.

		£.	s.	d.
Began Oct. 15.	To Newcaſtle and Shields charges	£. 222	1	1
	London ditto	247	0	7
	Wages at four guineas	61	5	6
	A keel of coals and dues left unpaid	7	1	4
	Profit	130	11	6
		£. 668	0	0
Ended Nov. 20.	By 362 cha. 2 vats of Benton coals at 38 s.	£. 668	0	0

EIGHTH VOYAGE.

		£.	s.	d.
Began *Nov. 21.	To Newcaſtle and Shields charges	£. 231	9	6
	London ditto	255	12	5½
	Wages at four guineas	61	5	6
	Profit	48	7	6½
1782.		£. 596	15	0
Ended Jan. 23.	By 341 cha. 2 vats of Windſor's Pontop at 36 s.	£. 596	15	0

Second Year, 1782. FIRST VOYAGE.

		£.	s.	d.
Began Jan. 24.	To Newcaſtle and Shields charges	£. 243	3	2
	London ditto	229	18	11
	Wages at 5 l. per man	70	17	6
	Profit	45	17	5
		£. 589	17	0
Ended Mar. 27.	By 347 cha. of South Moor coals at 35 s.	£. 589	17	0

SECOND VOYAGE.

		£.	s.	d.
Began Mar. 28.	To Newcaſtle and Shields charges	£. 229	16	4
	London ditto	237	1	10
	Wages at five guineas	74	12	6
	Profit	86	15	4
		£. 628	6	0
Ended June 9.	By 350 cha. of Team coals at 37 s.	£. 628	6	0

* For the extra charges of this and the following year, ſee page 61.

THIRD VOYAGE.

		£.	s.	d.
Began June 10.	To Newcaſtle and Shields charges	271	7	7
	London ditto	252	12	8
	Wages at 5l. per man	70	17	6
	Profit	60	13	3
Ended Aug. 12.		£. 655	11	0
	By 355 cha. 3 vats of Walker coals at 38 s.	£. 655	11	0

FOURTH VOYAGE.

				£.	s.	d.
Began Aug. 13.	To Newcaſtle and Shields charges			£. 240	4	9
	London ditto			234	10	10
	Wages at 5l.			70	17	6
	Profit			128	14	11
				£. 674	8	0
	By 6 cha. of coals returned laſt voyage	4	16 0			
Ended Sept. 13.	By 354 cha. 1 vat of Walker coals at 39 s.	669	12 0			
				£. 674	8	0

FIFTH VOYAGE.

				£.	s.	d.
Began Sept. 14.	To Newcaſtle and Shields charges			£. 224	9	7½
	London ditto			250	9	9
	Wages as 5l.			70	17	6
	Profit			96	12	5½
				£. 642	9	4
	By 354 chaldrons of Tanfield Moor coals at 37 s.	635	8 0			
Ended Oct. 29.	By 8 cha. and dues returned laſt voyage	7	1 4			
				£. 642	9	4

SIXTH VOYAGE.

				£.	s.	d.
Began Oct. 30.	To Newcaſtle and Shields charges			£. 222	8	9
	London ditto			249	8	1
	Wages 5l.			70	17	6
	Profit			84	5	8
1783. Ended Feb. 1.				£. 627	0	0
	By 344 cha. 3 vats of Silvertop's coals at 37 s. 6 d.			£. 627	0	0

EXTRA

EXTRA CHARGES for FIRST YEAR. &c. £. s. d.

per Contra.

EXTRA CHARGES for FIRST YEAR.

1781.	Dr. Ship *Matthew* and *Thomas (extra charges)*	£.	s.	d.
May 1.	To Mr. Shepherd's bill for main-maſt, &c.	47	17	5
Sept. 3.	To Mr. Pearſon's ditto for cable, &c.	124	13	7
25.	To Mr. Holt's ditto for ſails	42	19	7
Dec. 22.	To Mr. Shadforth's ditto for canvaſs	2	19	1
Jan 10.	To Meſſ. Jukes and Co.'s ditto for an anchor	27	0	6
1782.	To Mr. Buddle's ditto for ſmall ſails	12	5	2½
	To Mr. Spraggon's ditto	10	4	11
	To Mr. Readhead's ditto for caſks, &c.	1	2	6
	To Mr. Pearſon's ditto for ſmall rope	11	4	7
		£. 280	6	10½
	Profit for the year 1781	322	2	2½
		£. 602	9	0½

1781.	*per Contra.*	Cr.	£.	s.	d.
March 31.	By profit on firſt voyage		53	10	6½
May 21.	By —— ſecond ditto		55	7	2½
July 3.	By —— third ditto		36	16	6½
Aug. 5.	By —— fourth ditto		66	2	1
Sept. 5.	By —— fifth ditto		103	4	5½
Oct. 14.	By —— ſixth ditto		108	9	2½
Nov. 20.	By —— ſeventh ditto		130	11	6
Jan. 23.	By —— eighth ditto		48	7	6½
1782.					
			£. 602	9	0½

Ditto for SECOND YEAR.

1782.	Dr. Ship *Matthew* and *Thomas (extra charges)*	£.	s.	d.
June 1.	To Hawkes and Co.'s bill for guns, &c.	25	10	1
July 15.	To Bulmer's ditto for repairs, caulking, &c.	145	10	11
22.	To Mrs. Smith's ditto for allowances	12	8	6
24.	To the painter's ditto for paint, lead, &c.	10	1	0
Nov. 27.	To Hawkes ditto for a new anchor	17	10	0
	To Mrs. Pearſon's ditto for rope	38	18	3
	To Mrs. Spraggon's ditto for iron work	10	6	6
	To Bowmaker's ditto for a pump, blocks, &c.	9	7	6
		£. 269	12	9
	Profit for the year 1782	233	6	3½
		£. 502	19	0½

1782.	*per Contra.*	Cr.	£.	s.	d.
Mar. 27.	By profit on firſt voyage		45	17	5
June 9.	By —— ſecond ditto		86	15	4
Aug. 12.	By —— third ditto		60	13	3
Sept. 13.	By —— fourth ditto		128	14	11
Oct. 29.	By —— fifth ditto		96	12	5½
Feb. 1.	By —— ſixth ditto		84	5	8
1783.					
			£. 502	19	0½

No. II. STATEMENT referred to in page 9.

FIRST YEAR, 1781.

	£.	s.	d.		£.	s.	d.
To wear and tear of a ship of 350 tons,* at 8 s. per ton per annum	140	0	0	By profit on eight voyages, as per ship's books	602	9	0¼
To insurance of 2400 l. (the value of the ship) at 18 l. per cent. per annum†	432	0	0	By ditto on one voyage, at the average of the above	75	6	1½
To balance	105	15	2¼				
£.	677	15	2¼	£.	677	15	2¼

SECOND YEAR, 1782.

	£.	s.	d.		£.	s.	d.
To wear and tear, &c.	140	0	0	By profit on six voyages, &c.	502	19	0½
To insurance	432	0	0	By ditto on three voyages, at the average	251	9	6
To balance	182	8	6½				
£.	754	8	6½	£.	754	8	6½

* Here, and wherever the word *ton* occurs, I mean ton measurement.

† I have stated the premium of insurance at 18 l. per cent. per annum, but it was more. In 1781 it was 20 l. in 1782 from 20 l. to 25 l. The average was above 20 l.

No. III. Statement of the Profit and Loſs of the Ship *Expedition*, from the 24th *Dec.* 1783, to the 16th *Nov.* 1784.

1783. Began Dec. 24.

FIRST VOYAGE.

		£.	s.	d.
Fitter's Bill	To 192 chaldrons *(Newcaſtle meaſure)* of Tanfield Moor coals at 12 s. per chaldron	115	4	0
	Twenty-four keel dues at 13 s. 4 d.	16	0	0
	Cuſtom-houſe and Town's dues	13	8	6
	Coaſt duty *(Duke of Richmond's)* at 1 s. per cha.	9	12	0
		£. 154	4	6
Shields charges for proviſions, &c.	To butcher's bill	20	10	0
	Baker's ditto	7	0	0
	Brewer's ditto	5	10	0
	Ship chandler's ditto	6	15	0
	Grocer's ditto	1	0	0
	Heaving ballaſt, and keel dues	6	12	4
	Coble Foy, and Foy boats	1	7	0
	Maſter's horſe hire and expences to Newcaſtle	0	15	0
		£. 49	9	4

		s.	d.			
Factor's bill	To bill, entry, and holiday fee	3	6			
	Cocket fee, water bailiff, and return	4	6			
	Trinity dues per Cocket	12	6			
	Lord Mayor's dues	8	6			
	Nore light	4	0			
	Market dues	4	0			
				1	17	0
	To metage and orphans duty			21	4	0
	King's duty, bond, and meter's ſack			156	10	6
	Labourers at 2 s. 1 d. per ſcore			32	3	0
	Eighty tons of ballaſt at 1 s. per ton			4	0	0
	Diſcount, ſcorage, and expences			8	12	6
	Return, or hand-money to the coal-buyer			8	8	0
	Commiſſion			2	16	0
	Fee to the clerks			0	2	6
				£. 235	13	6

Firſt Voyage carried over.

First Voyage continued

		£.	s.	d.
London charges for provisions, &c.	To butcher's bill	5	2	6
	Baker's ditto	3	0	6
	Brewer's ditto	1	4	0
	Ship chandler's ditto	1	8	8
	Grocer's ditto	0	15	8¼
	Ballaſt heaving and office fee	1	13	0
	Meter's bill, and for working	3	9	9
	Caſh to lighterman	0	2	6
	Boat into the pool	0	5	0
	Glazier	0	4	2
	Anchor ſtock	1	15	0
		£. 19	0	9¼
Wages	To Maſter	8	8	0
	Mate	3	14	0
	Carpenter	3	10	0
	Cook	2	15	0
	Eleven ſeamen at 50s. per man	27	10	0
		£. *45	17	0

	To Fitter's bill	£. 154	4	6	
	Shields charges for proviſions	49	9	4	
	Coal Factor's bill	235	13	6	
	London charges	19	0	9¼	
	Maſter's, mate's, and ſeamens' wages	45	17	0	
1784.	Profit	52	13	10¼	
Ended					£. 556 19 0
Apr. 16.	By 363¼ cha. of Tanfield Moor coals at 31s. 6d. per cha.				£. 556 19 0

SECOND VOYAGE.

		£.	s.	d.
Began Apr. 17.	To Fitter's bill	£. 155	4	2½
	Shields charge	37	6	4
	Coal Factor's bill	230	7	0
	London charge	9	19	7½
	Wages	45	17	6
	Profit	43	8	4
Ended		£. 522	3	0
May 12.	By 369¼ cha. of Tanfield Moor coals at 29s. per cha.	£. 522	3	0

* In this voyage I have ſtated each article minutely; by which the expences of the remainder may be eaſily underſtood, allowing for the length of each voyage.

THIRD

THIRD VOYAGE.

		£.	s.	d.
Began May 13.	To Fitter's bill	151	10	11
	Shields charge	27	6	4½
	Coal Factor's bill	224	13	6
	London charge	11	19	8½
	Wages	48	7	6
	Profit	28	13	0
		£.487	11	0
Ended June 7.	By 353 cha. Windsor's Pontop coals at 28 s. 3d.	£.487	11	0

FOURTH VOYAGE.

		£.	s.	d.
Began June 8.	To Fitter's bill	142	6	11
	Shield's charge	28	18	0½
	Factor's bill	229	2	0
	London charge	15	16	10
	Wages	43	7	6
	Profit	25	16	8½
		£.485	8	0
Ended July 7.	By 361½ chaldrons Tanfield Moor coals at 27 s.	£.485	8	0

FIFTH VOYAGE.

		£.	s.	d.
Began July 8.	To Fitter's bill	153	1	11
	Shields charge	22	2	6
	Factor's bill	222	19	0
	London charge	16	13	4¼
	Wages	43	7	6
	Profit	12	8	8¼
		£.470	13	0
Ended Aug. 1.	By 350½ cha. pits Tanfield Moor coals at 27 s. 6 d.	£.470	13	0

SIXTH VOYAGE.

		£.	s.	d.
Began Aug. 2.	To Fitter's bill	180	5	5
	Shields charge	32	6	5½
	Factor's bill	230	0	6
	London charge	11	4	1
	Wages	43	7	6
	Profit	44	14	0½
		£.541	18	0
Ended Sept. 4.	By 359 chaldron of Walker coals at 31 s.	£.541	18	0

SEVENTH VOYAGE.

		£.	s.	d.
Began Sept. 5.	To Fitter's bill	147	15	3
	Shields charge	33	3	1½
	Factor's bill	232	7	0
	London charge	15	3	2¼
	Wages	45	17	6
	Profit	18	1	10¾
Ended Oct. 22.	By 366¼ chaldrons Tanfield Moor coals at 27 s.	£. 492	8	0
		£. 492	8	0

BRITISH MUSEUM 19 JU 34

EIGHTH VOYAGE.

		£.	s.	d.
Began Oct. 23.	To Fitter's bill	149	15	6
	Shields charge	34	16	0
	Factor's bill	227	8	0
	London charge	11	9	10¼
	Wages	45	17	6
	Profit	36	19	4¾
Ended Nov. 16.	By 364½ chaldrons Windsor's Pontop at 28 s. 6 d.	£. 506	7	0
		£. 506	7	0

Dr. Ship *Expedition's* Account from the 24th December, 1783, to 16th November 1784. Cr.

		£.	s.	d.
1783 Nov. 16.	To sailmaker's bill during the year	27	0	9¾
	To painter's ditto	2	3	0
	To shipwright's ditto	13	14	6
	To ropemaker's ditto	65	0	0
	To smith's ditto	4	5	9⅜
		£. 112	4	1½
	Profit on this year	150	11	10
		£. 262	15	11½

		£.	s.	d.
By profit on first voyage		52	13	10¼
By —— second ditto		43	8	4
By —— third ditto		28	13	0
By —— fourth ditto		25	16	8½
By —— fifth ditto		12	8	8
By —— sixth ditto		44	14	0
By —— seventh ditto		18	1	10
By —— eighth ditto		36	19	4¾
		£. 262	15	11½